

WEATHER.
Generally fair tonight and tomorrow;
light variable winds.
Temperature for twenty-four hours
ending 2 p.m.: Highest, 78, at 2 p.m. to-
day; lowest, 62, at midnight.
Full report on page 14.

CLOSING NEW YORK STOCKS PAGE 14.

No. 29,426.

WASHINGTON, D. C., WEDNESDAY, AUGUST 30, 1916.—EIGHTEEN PAGES.

ONE CENT.

ROMANIAN DEMAND MAY FORCE SOFIA'S HAND TO BE SHOWN

Ultimatum Reported to Have
Been Sent and Rustchuk,
Bulgaria, Bombarded.

CITIES IN TRANSYLVANIA SAID TO HAVE BEEN TAKEN

Austrian Program, It Is Believed, Is
to Fall Back Before the
Rumanian Advance.

VIENNA ADMITS RETIREMENT

Claim Is Made, However, That In-
itial Attacks by Newest Enemy
of Teutons Were Every-
where Repulsed.

LONDON, August 30, 5:26 p.m.—Hungarian war
correspondents, as quoted in
a Central News dispatch
from Amsterdam, report
that the Rumanians have
begun a bombardment of the
Danube towns of Rust-
chuk, Bulgaria and Orsova,
Hungary.

LONDON, August 30, 3:31
p.m.—An Exchange Telegraph
dispatch filed in Athens Monday
gives a report from Saloniki that
Rumania has decided to present
an ultimatum to Bulgaria de-
manding the evacuation of Serbian
territory.

According to this delayed dis-
patch, Rumania was to have pre-
sented the ultimatum Tuesday.
Abandonment of Serbian territory
held by the Bulgarians is deman-
ded, the dispatch says, so that
the status quo may be restored ac-
cording to the treaty of Bucharest.

Under the treaty of Bucharest,
signed in August, 1913, Mace-
donia was divided among Bul-
garia, Serbia and Greece. The
Serbian portion is now held by
the Bulgarians.

Rumanians Near Hermannstadt.

"It is persistently rumored here,"
writes the Central News correspondent
at Zurich, Switzerland, "that Rumanian
cavalry has crossed Rotherthum pass,
and is approaching Hermannstadt, Hun-
gary."

The Petit Parisien publishes a report
that the Rumanians, having forced
their way into Transylvania, have oc-
cupied two important cities beyond the
mountains.

Austrian monitors and batteries have
bombarded the Rumanian town of Ver-
kova, at the place of large number of
little lower down the Danube,
and Giurgievo, where the ferry boat
crosses from Rumania to the principal
port from Sofia to Bucharest, says a
Bucharest dispatch to the Times.
These towns all possess artillery de-
posits.

The dispatch adds that Vintila Brati-
anu has been appointed minister of
war, in place of the late J. C. Brati-
anu, who retains the premiership.
Reports are current regarding the
proposed formation of a coalition
ministry.

May Not Defend Frontier.

BERLIN, August 30, via London, 2:10
p.m.—The abrupt withdrawal of
Transylvania to the Rumanians fore-
cast in dispatches from newspaper cor-
respondents at the Austrian army
headquarters.

The correspondents intimate that the
central powers will not attempt to
defend the entire border, owing to its
length and the fact that the Rumanians
are equipped with the latest type of
troops required for the adequate pro-
tection of a front half as long as the
frontier of the central powers. The
dispatches say that the Rumanians
are determined to shorten the front
by abandonment of certain parts of
Transylvania.

The initial attacks against the Aus-
tro-Hungarians on the Rumanian border
were everywhere defeated, says the
overseas news agency. At Voerost-
tury pass an attack was made by two
Rumanian battalions.

The efforts of the Rumanians, the
news agency says, were directed against
the chief towns of Transylvania—Granz,
Kronstadt, Nagyszeben and Hermann-
stadt, which are near the frontier.

Vienna Admits Withdrawal.

VIENNA, August 29, via London, Aug-
ust 30.—An official statement from
general headquarters reads:

"At all the passes of the 600-kilometer
Rumanian mountain front of our
frontier guards engaged the enemy suc-
cessfully. Only a far-reaching encir-
cling movement of strong Rumanian
forces obliged our advanced detach-
ments to withdraw, according to plan,
to a position prepared in the rear."

New Coffee and Sugar Exchange.

NEW YORK, August 30.—The name
of the New York Coffee Exchange has
been changed to the New York Coffee
and Sugar Exchange, owing to the fact
that sugar transactions have assumed
great proportions on the floor. New
York's sugar exchange was closed in
1880.

KANSAS F.R.G. O. P. IS O. K. OTHERWISE

That Is View Taken by De-
spairing Democrats of the
Sunflower State.

ROLLING IN PROSPERITY, BUT ON TOES POLITICALLY

Kansans Sympathize With President,
But Republicanism Is Bred In
Their Bones.

BY N. O. MESSENGER.

KANSAS CITY, Mo., August
30.—Some years ago a distin-
guished Kansas editor wrote a
notable editorial headed, "What's
the Matter With Kansas?" You
remember it. It went the rounds
of the press and the changes were
run on it for weeks.

If Mr. Will Allen White should ask the
question now, the answer of despairing
democrats would be, "Nawthin" ex-
cept the blamed state is going re-
publican," and that's the truth.

Father of Prosperity.

Outside of that, there is nothing the
matter with Kansas. Looks as if Kan-
sas were the father of prosperity itself.
A succession of bumper crops and big
prices for cattle, hogs, alfalfa and
the kindly fruits of the earth have
made the material conditions plump
as a partridge. They say facetiously
that the locomotive engineers on the
overland trains complain that they
can't see the semaphore signals for
the smoke of the engines. The roads
by the farmer's automobile are not
some other states, possibly some
looking for political apathy, as in
the case of Kansas, where the present
is "on its toes" politically and they
are republican heads that are
greater numbers above the
crowds.

Reunion Accomplished Fact.

Reunion of the progressive and repub-
lican is a fact accomplished and be-
yond dispute or disparagement. Henry
J. Allen, who ran for governor on the
progressive ticket in 1914, and polled
54,000 votes, is stumping the country
for Hughes, and predicts Kansas will go
for Hughes by 80,000. William Allen
the end, although he does not find him
at present an ideal candidate. Thos.
left, Victor M. Moore, a militant bull moose
for the election of 1916, and he
went to China to get some new material for
the Chautauque circuit against the time
when a lot of former politicians will be
looking for game receipts. Kansas at
present is just naturally a republican
state because there are more voters, men
and women, of that political faith than
of any other. The fact was demon-
strated in elections and primaries in the
past four years.

In 1912 there were 143,000 democrats
and 143,000 progressives and republi-
cans at the polls.

Women Increase Ratio.

By 1914, after women were admitted
to suffrage, the ratio of republican
increased. The Capper, republican
candidate for governor, received 209,
000 votes against 161,000 for the dem-
ocrat and 84,000 for the progressive
candidate. The latest straw indica-
tor of conditions was the August pri-
mary election for members of the legis-
lature. Republicans to the number
of 138,000 went to the primaries for
the election of members of the legis-
lature. The republican candidates drew
only 47,000 democrats.

The good republican of republican
votes the G. O. P. hope to make a clean-
sweep of the delegation in the House
and the Senate. The republican party
representatives. However, more con-
servative estimates here give the dem-
ocrat a majority of 100 in the House
and 20 in the Senate.

"Is there, then, no democrat senti-
ment left in the state?" is asked. The
answer would be there is unquestion-
ably plenty of Wilson sentiment in the
sunflower state, but the democrats are
running their forlorn and rather ad-
vanced hopes upon that, and that
mainly.

Sympathy for President.

"He kept us out of war," echoes freely
over the prairies and among the
woman voters. He draws sympathy for
the problems he has had to face, and
even republicans don't like to hear him
criticized so severely. Lambasting the
President does not sit well with Kan-
sas, and local politicians do not indulge
in it. Not that the administration's
course is by any means held infallible,
but a kind of sportsman spirit of fair
play induces to the feeling that Presi-
dent Wilson has had more than an
ordinary share of troubles to shoulder.
The farm credits bill is acceptable, but
it hasn't got under way sufficiently to
make it a trump card.

President Wilson is a great deal
stronger than the democratic party, but
these Kansas people have their republi-
canism bred in their bones from stress
who "voted as they shot," and republi-
can policies are as well understood as
the Christian and differentiated from
democratic teachings readily as high
church Episcopalians doctrines from
hard-shell Baptists.

Interest in Freight Rates.

In this region the first effect of the
President's efforts in behalf of the
railroad workmen is beginning to sim-
mer in the political pot. The past four
years have seen a widespread in-
crease of discussion of the two sides
of the question in their possible bene-
fit upon President Wilson's political
and personal popularity.

The point is this: Out in this country,
where every farmer and merchant is
well posted on the thoroughly organ-
ized fight which has been waged
against proposed increases of freight
rates from time to time, is the home
of the opposition. Any proposition to
increase rates of freight is met with
the farmers and merchants to be
ultimately in the position of "Jones,
he pays the freight," strikes a tender
spot at once. Politicians are very un-
easy over the outlook, which, to their
minds, looks very much like borrowing
from Peter to pay Paul, with quite as
many Peters as Pauls, if not more, to
be heard from at the polls when the po-
litical reckoning comes.

LAWS TO AVERT STRIKE PLANNED

Senate Interstate Commerce
Committee to Commence
Hearings Tomorrow.

OFFICIALS OF BOTH SIDES INVITED TO BE PRESENT

Three Bills Under Consideration
Which It Is Hoped Will Halt
Action in Pending Crisis.

The interstate commerce committee
of the Senate adopted a resolution to-
day providing for hearings on proposed
railroad legislation in the impending
strike crisis tomorrow, beginning at 9
o'clock in the morning.
Railroad presidents and managers,
officials of the railroad brotherhoods
and representatives of the shippers
were invited to appear. Each side is
to be given three hours in which to
discuss its views of legislation pro-
posed by President Wilson to prevent
the strike and to provide for operation
of trains if the strike comes.

Three Bills Considered.

The committee had under considera-
tion tentative drafts of three bills.
One covers the proposed eight-hour
day and creates a wage commission of
three members, two to be recommended
respectively by the railroads and the
brotherhoods, which shall observe
the administrative and financial effects
of the institution of the eight-hour
day.

The second would amend the New-
lands act to make arbitration more ef-
fective, after the Canadian principles.
A third provides for government op-
eration of railroads for military ne-
cessity.

The tentative draft of the bill to es-
tablish an eight-hour day is as fol-
lows:

Bill for Eight-Hour Day.

"First, beginning (date left open),
eight hours shall be deemed the mea-
sure or standard of a day's work for
the purpose of reckoning the compensa-
tion for services of all employees who
are now or may hereafter be employed
by any common carrier by railroad
subject to the provisions of the act of
February 4, 1887, entitled 'An act to
regulate commerce,' as amended, and
who are now or may hereafter be ac-
tually engaged in the work of operating
trains in transportation of persons
or property on railroads, from any state
or territory of the United States, or the
District of Columbia, to any other state
or territory of the United States, or to
any foreign country, or from any place in
the United States through a foreign coun-
try to any other place in the United
States."

"Second, the President shall appoint
a commission of three, to be known as
the wage commission, the members of
which shall be persons recommended re-
spectively by the railroads and their em-
ployees, and the commission shall ob-
serve the administrative and financial ef-
fects of the institution of the eight-hour
day, and shall report thereon to the
Senate during a period of not less than
six months nor more than one year,
beginning on the date of the institution
of the eight-hour day, and shall there-
after report its findings to the President
and to Congress."

The President shall transmit the
report of the wage commission to the
interstate commerce commission, which
shall accept the findings of the wage
commission, unless clearly erroneous,
and upon these findings, and such other
evidence as may be presented, the inter-
state commerce commission, within
thirty days from the receipt of the
report of the wage commission, shall
reach a decision as to what extent, if
any, the change in the standard work-
ing conditions of the employees of the
railroads, as recommended by the wage
commission, shall be required in order
to conserve their efficiency and secure
a fair return on the capital invested.

Wages Not to Be Reduced.

"Third, pending the report of the
wage commission and the decision of
the interstate commerce commission, as
above provided, the rate of wages shall
thereafter be subject to the act for
a standard eight-hour work day
shall not be reduced below the present
standard day's wage, and for all ser-
vices in excess of eight hours such em-
ployees shall receive compensation thereon
pro rata proportion of the compensa-
tion received for the standard eight-
hour day."

"Fourth, the wage commission shall
also study the problems of the com-
pensation for services of employees en-
gaged in the operation of trains and
the service of interstate railroad trans-
portation, and shall report thereon to
the Senate during a period of not less
than six months nor more than one
year, beginning on the date of the in-
stitution of the eight-hour day, and
shall report its findings to the President
and to Congress."

"Fifth, any carrier violating any
provision of section three of this act
shall be liable to a penalty of not less
than \$100,000, and the penalty shall, in
respect to each employee, be reduced
in proportion to the number of employ-
ees affected by such violation, which
penalty shall accrue to the United
States, and shall be recovered in a civil
action brought by the United States."

Amendments to Arbitration Law.

"If the board of mediation and con-
ciliation is unable to induce the parties
to submit their controversy to arbitra-
tion, it shall be referred to a board
of investigation, and it shall be un-
lawful for the employer or employers
to declare or cause a lockout or for
the employees to declare or cause a
strike on account of the controversy
prior to and during mediation and con-
ciliation or during the investigation of
said controversy and the report thereon,
as hereinafter provided."

"Two.—Whenever a controversy shall
arise between an employer or employ-
ers and employees subject to this act,
which cannot be settled through
mediation and conciliation in the man-
ner provided in section two, and the
board of mediation is unable to in-
duce the parties to submit their con-
troversy to arbitration in accordance
with this act, no other date shall be
selected."

(Continued on Second Page.)



WAITING FOR A LAW TO PREVENT THE STRIKE.

M'LEAN ESTATE TO GET POST STOCK

Court Authorizes Purchase of
John F. Wilkins' Interest
at \$469,800.

Justice Siddons of the District Su-
preme Court today signed an order au-
thorizing the American Security and
Trust Company, executor of the es-
tate of John F. McLean, to purchase
for \$469,800, the interest of John F.
Wilkins in the Washington Post Com-
pany. Mr. Wilkins owns 270 shares,
and the price to be paid is \$1,740 a
share, the amount set by Mr. Wilkins
at which he would either buy the Mc-
Lean holding of 320 shares or sell his
own interest.

To afford the executor capital to com-
plete the purchase the court authorized
the trust company to sell United States
bonds of the par value of \$500,000 be-
longing to the estate, or such other se-
curities as in the sound judgment of
the court should be sold. The executor
may use a portion of the cash of the estate
and sell only such securities as may be ne-
cessary to raise the purchase price for
the Post stock.

Suggests Modification.

There was no opposition to the grant-
ing of the requests of the executor by
counsel for the son, Edward B. McLean,
Attorney Wilton J. Lambert, one of his
lawyers, suggested to the court a mod-
ification of the decree as prepared by
Attorney Frank J. Hogan for the ex-
ecutor. The decree, as suggested, had
limited the power of sale to the govern-
ment bonds, and Mr. Lambert suggested
that the executor might be authorized
in the discretion of the trust company.
Attorney Hogan readily assented to the
modification.

In explaining the necessity for hold-
ing a large amount of cash to the credit
of the estate, Attorney Hogan told the
court that a total of \$81,000 in claims
had already been presented against the
estate. Of this sum, he said, \$30,000
was for physicians' bills incident to the
last illness of Mr. McLean.

Former Senator Bailey and Attorney
George P. Hoover were in court to re-
present E. B. McLean. Attorney J. J.
Darlington is associated with Mr. Ho-
gan for the trust company.

STRIKE BARRED BY COURT

Order Restrains Conductors From
Action on Lines of the Union
Pacific.

OMAHA, Neb., August 30.—Judge Wil-
lis E. Sears of the district court of
Douglas county today issued an order
restraining the general and local com-
mittees of the Order of Railway Conduc-
tors from calling or enforcing a strike
on the lines of the Union Pacific.

The order was issued on petition of
Edwin A. Hamilton, a conductor on the
Union Pacific and a member of the
Order of Railway Conductors, who de-
clares that he and many other employ-
ees of the road are anxious to continue at
work.

The second annual convention of the
Association of American Secretaries of
State, which was to have opened in
Topeka, Kan., next Friday, has been
postponed according to an announce-
ment made here by Stewart P. Reed,
president of the organization. The
change in plans, he said, was due
principally to the threatened railroad
strike. No other date has been selected.

HALF-AND-HALF PLAN FOR D. C. TO CONTINUE

House Recedes From Former Stand,
Concurring in Senate
Amendment.

Representative Page, in charge
of the District appropriation bill in
the House, called up the con-
ference report on the bill late this
afternoon and moved that the
House recede from its position in
opposition to the Senate amend-
ment which placed the half-and-
half plan of appropriation in the
bill. The House concurred in the
Senate amendment without a
record vote.

Representative Page's action meant
that he was ready to desert his former
position, under which the District bill
was written, so as to abolish the half-and-
half principle of appropriation. Representative
Page announced that he would move to
concur in the Senate amendment impos-
ing a tax upon intangible personal prop-
erty.

The House then indicated upon a dis-
agreement to the Senate amendment ap-
propriating money for the claims of
Thomas and Alice Keller, also disagreed
with the Senate amendment providing
authorization for voluntary services on
the playgrounds.

SUIT FOR \$160,000,000.

Five New Haven Railroad Stock-
holders Act Against Former Officers
NEW YORK, August 30.—Former offi-
cers, directors and counsel of the New
York, New Haven and Hartford rail-
road were made defendants today in
liability and restitution suit for more
than \$160,000,000 filed in the United
States district court by five Massa-
chusetts stockholders of the road.

The suit is based on evidence taken at
the recent trial of William Rockefeller
and other former directors of the road
for criminal conspiracy under the Sher-
man anti-trust law.

\$500,000 Gifts Exempt From Tax.

NEW YORK, August 30.—Payments
aggregating more than \$500,000 from
the estate of the late Mrs. John D.
Rockefeller to the Rockefeller Founda-
tion and the bureau of social hygiene
have been exempted from the state
transfer tax by a surrogate's decision.
The state controller had asked that a
gift of \$425,518 to the Rockefeller
Foundation be taxed.

DAY IN CONGRESS.

Senate:
Met at 11 a.m.
Interstate commerce com-
mittee gets tentative draft of pro-
posed railroad legislation and
sets hearings for tomorrow, three
hours to be given to railroad
heads, three to brotherhood offi-
cials and three to the shippers
and public.

House:
Met at 11 a.m.
Shipping bill up for final dis-
position.

PERISHABLE FREIGHT PUT UNDER EMBARGO

Railroads of Nation Generally
Announce Expected Inability
to Handle Shipments.

PASSENGERS ARE WARNED OF PERPLEXING DELAYS

Big Communities Prepare to Wrestle
With Problem of Food Supplies
Over a Protracted Strike Period.

Railroads of the nation rushed
preparations today to enforce the
embargo on perishable freight.
Shipments of livestock and per-
ishables were refused by some
roads today; others issued warn-
ings that perishable freight which
cannot reach its destination by
Saturday, September 2, will not
be accepted.

From Chicago, the railroad center
of the country, orders were
flushed ticket agents to inform
passengers that unless they
reached their destinations by
Sunday night they would be sub-
jected to "perplexing delays."

Associated Press dispatches
from all parts of the country in-
dicated that within forty-eight
hours, unless a delay in the strike
is ordered, embargo orders will be
effective on practically every rail-
road in the country.

What this means to traffic and
revenues is said by the railroad
men to be shown by the statement
of an official of the Atchison,
Topeka and Santa Fe railroad,
who said the embargo would re-
duce the traffic of the road one-
third.

Harris Weinstein, state market di-
rector of California, said that a strike
of any duration meant ruin to thou-
sands of fruit growers. A Sacramento
dispatch stated that picking of fruit
in that rich district had virtually
ceased.

Commercial and industrial organiza-
tions, as well as individual firms and
corporations throughout the country,
were reported "hoping for the best and
preparing for the worst."

Railroad men said that many mem-
bers of the brotherhoods would not
obey the strike order.
Ernest appeared directly to its
41,000 employees not to strike. The
Santa Fe made a similar appeal weeks
ago, when the strike vote was being
taken. Two ore roads in northern Min-
nesota and Wisconsin—the Duluth, Mis-
sissippi and Northern and the Duluth and
Iron Range—will not be affected by
the strike, it was stated, as the train
crews, largely members of the brother-
hood, will have facilities for handling
agreements with the roads as binding
contracts. The Santa Fe, however, it
was said, would assure continued
shipments of ore to the hungry mills
of the east.

Planning to Use Motor Trucks.
Pennsylvania mills were said to be
planning to transport munitions of war
by motor trucks to Lake Erie, there to
be loaded on vessels to Europe.

The Pennsylvania road took a poll of
its employees and reported that 90 per
cent of them expressed a willingness
to take the places of strikers.

Other roads have made similar in-
vestigations. Minneapolis, St. Paul and
Duluth were reported making sys-
tematic arrangements for motor truck
service. Illinois, Indiana, Ohio and
many other states where the inter-
urban service has been highly devel-
oped, will be able to handle the rolling
stock in shape for extra duty.

Minneapolis millers said that their
mills would close within thirty min-
utes after the strike becomes effective,
as they have no storage room for ad-
ditional product.

Situation in New York.

NEW YORK, August 30.—Railroad
traffic, both to and from New York city,
showed feverish activity today in an-
ticipation of a general strike.

It is estimated that before September
4, the threatened date of the tie-up,
this city will rid itself of a floating pop-
ulation of nearly 350,000 and receive
home about the same number of resi-
dents who have been on vacations
throughout this long period, given over
almost entirely to the subject, you have
not found it convenient so to receive
their representative.

May Affect Only 20 Per Cent.

"In the second paragraph of the legis-
lation yesterday recommended by you to
Congress I see the following language:
'The establishment of an eight-hour day
as the legal basis alike of work and of
wages in the employment of all railway
employees who are actually engaged in the
work of operating trains in interstate
transportation.' It would seem from this
that the legislation recommended would
operate only to the benefit of the em-
ployees actually engaged in the work of
operating trains in interstate transporta-
tion (the 20 per cent), and that the great
majority of railway employees, heretofore
unorganized and unheard of, would be
without protection or recourse under the
law."

"If this is the design of the proposed
law, and it is enacted so, I must re-
spectfully warn you of the event sure to
follow, and that at no great date, which
will place the industrial fabric of the na-
tion in greater jeopardy than it at the
present stands—the 80 per cent must of
necessity organize and present their de-
mands for recognition and protection."

"We prefer, however, as individual citi-
zens, moving in union, to ask the pro-
tection and recognition from our gov-
ernment first, and feel confident that you,
Mr. President, as its chief executive, will
see that such recognition and protection
is accorded us."

"From Press to Home
Within the Hour"

Sworn Net Circulation, Month of July,
1916, Daily Average, 76,529; Sunday, 56,570.

PRESSURE BROUGHT ON BROTHERHOODS TO PREVENT STRIKE

Entire Weight of Government
Authority Fails to Swerve
Leaders of Railway Men.

PRESIDENT MAY TURN TO WORKERS THEMSELVES

Senate Gets Its Machinery Ready
For Legislative
Action.

DIVISION IN THE HOUSE.

Two of Mr. Wilson's Proposi-
tions May Encounter Barriers—
Preparations For Walk-out
On All Sides.

The entire weight of govern-
ment authority was pitted today
against four brotherhood leaders
in an apparently futile endeavor
to have them call off or postpone
the strike called for Labor day,
next Monday.

The President and other admin-
istration leaders were using all
the force of their persuasion and
authority to bring about either a
postponement or abandonment of
the strike.

There were intimations that
should the labor leaders continue
adamant, President Wilson even
might make a public appeal to the
railway workers themselves to
direct their leaders to postpone it.

The Senate, with the determina-
tion that if the strike was not
postponed it must be stopped by
legislative action, was preparing
its machinery toward this end.

The House, divided in opinion
as to the President's proposed
program of legislation, was wait-
ing. Representative Adamson,
chairman of the commerce com-
mittee, is said to have warned
Senator Newlands that two of the
President's propositions cannot
be passed in the House.

Brotherhoods Are Firm.

Legislation to provide for an eight-
hour day and for a commission to in-
vestigate along the lines recommended
by President Wilson can be enacted in
all probability by both houses, but nothing
is probably feasible beyond those two
propositions, Representative Adamson
told Senator Newlands.

Mr. Adamson made himself absolutely
clear as to what he favored at this time.
He said he did not believe the other
propositions recommended by the Presi-
dent, relating to compulsory arbitration
and consideration of increase in freight
rates to